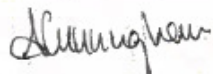


Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Report of statutory consultation into extending the White Hart Lane CPZ

Report authorised by: Head of Operations:



Cabinet Member for Neighbourhoods:



Lead Officer: Jack Jerrom, River Park House, 1st Floor, N22 7TR,
jack.jerrom@haringey.gov.uk, 020 8489 1082

Ward(s) affected: White Hart Lane & Woodside

**Report for Key/
Non Key Decision:** Non key decision

1.1 Purpose

- 1.2 To report on the feedback received during the informal public consultation process on the proposed extension of the White Hart Lane Controlled Parking Zone (CPZ).
- 1.3 The proposed extension will include unrestricted roads to the west of the existing CPZ (highlighted in orange on the attached plan labelled **Appendix 1**). This area is bounded by Devonshire Hill Lane; Rivulet Road; White Hart Lane; Gospatrick Road; The Crossway; James Gardens; Croxford Gardens; Norfolk Close; Norfolk Avenue (Up to the borough boundary) and Thetford Close (private road managed by Homes for Haringey).
- 1.4 We seek approval to proceed with the recommendations as set out in section 9 of this report.

2.1 Background

- 2.1 The White Hart Lane CPZ was first introduced in March 2017. This, following an extensive consultation exercise, undertaken in October 2016. At that time a majority of those taking part in the consultation were in support of additional parking controls to restrict long stay, commuter and non-residential parking.
- 2.2 Following the implementation of the CPZ, residents, tradesmen, commuters and visitors stopped parking in the newly restricted roads and moved west to the uncontrolled area of White Hart Lane which is currently experiencing high volumes of parking during the day and in the evening.
- 2.3 Several complaints were sent to local members and council officers regarding obstructive parking in the uncontrolled roads and the lack of parking opportunities during the hours of the neighbouring CPZs. In response to those complaints, Council officers met with White Hart Lane Councillors on 1st March 2019.
- 2.4 During that meeting, officers advised Councillors of the options available to improve parking in the uncontrolled roads. It was agreed that we would carry out an informal consultation in which we would ask residents and businesses within the area of the proposed extension, for their views on being included in an extension to the existing White Hart Lane CPZ.

3.1 Consultation Feedback (Consultation area)

- 2.5 An informal consultation was conducted over a three-week period, which commenced on Monday 25th March 2019. Information letters, accompanied by a questionnaire and an area plan, were hand delivered to all properties within the area of the proposed CPZ expansion. An online version was also made available. See **Appendix 2** for consultation letter and questionnaire.

- 3.2 The consultation saw a response rate of 31% with 92 out of the 300 properties responding by the closing date of 17th April (excluding Thetford Close - a Homes for Haringey estate).
- 3.3 The following is a summary of the response to the informal consultation. More detailed analysis is contained in **Appendix 3**.
- 3.4 When asked 'Is it difficult to park in your road?' the 92 respondents answered as follows:
- 67% (61) in support
 - 13% (12) against
 - 20% (18) sometimes

- 3.5 When asked 'Do you think your road needs parking controls?'

- 70% (64) Yes
- 30% (28) No

The overall 70% response in support of parking controls further confirms the parking stress residents are experiencing and their need for restricted parking. Support by road has been included in the attached consultation report.

- 3.6 When asked what do you think that parking in your road is restricted by, respondents generally agreed a combination of users cause the issues. However, the highest reports were that of vans, campers other non-locals (60%) and displacement from nearby CPZs (63%).
- 3.7 When asked what operational times do you think the CPZ should operate, the majority of respondents supported Monday to Sunday (46%), 8am to 6.30pm (28%) which match the existing operational times of the White Hart Lane CPZ. Respondents were also in favour of all day + evening (27%) as many residents find it difficult to park at night.
- 3.8 In responding to the consultation, residents have also raised concerns about how parking has become increasingly difficult for residents of Devonshire Hill Lane. The White Hart Lane CPZ covers only half of Devonshire Hill Lane, resulting in high levels of displaced parking in the remaining uncontrolled area and often vehicles being parked across dropped kerbs.
- 3.9 Residents of James Gardens did not show support for controls. This may be explained by the high proportion of residents who have access to off-street parking facilities.

- 3.10 Norfolk Road residents have also shown reduced support but their distance from the existing White Hart Lane CPZ explains the lack of parking pressure.
- 3.11 A full analysis of the consultation responses received is contained in **Appendix 4.**

5.1 Chief Finance Officer Comments

- 5.2 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2018/19.
- 5.3 Associated costs which includes community engagement, inventory of existing site conditions, design and implementation will be met from existing agreed budgets.
- 5.4 Annual running costs will be managed within existing agreed staffing arrangements and budgets.
- 5.5 Parking controls will be enforced by existing agreed in-house civil enforcement officers (CEOs). The income from permits and parking control notices has been taken into consideration in setting the annual revenue budget.

6.1 Traffic Management Order process

- 6.2 Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 6.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 6.4 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(2) of the RTRA.
- 6.5 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged

by designating paying parking places on the highway

6.6 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

- (a) the desirability of securing and maintaining reasonable access to premises.
- (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) the national air quality strategy.
- (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- (e) any other matters appearing to the Council to be relevant.

7.1 Comments of the Assistant Director of Corporate Governance

7.2 Consultation documents were distributed to all households/businesses within the area of the proposed scheme.

7.3 Any interested party can submit a representation regardless of where they live or work during the statutory notification period.

7.4 A translation service for the consultation document was available upon request; however, no such requests were received.

7.5 The introduction of parking controls will make it easier for those with Blue Badges to park and the introduction of yellow lines at junctions will improve accessibility.

8.1 Summary

8.2 The area to the west of the existing White Hart Lane CPZ is currently uncontrolled and suffers from parking displacement.

8.3 Most of the complaints about the inability to park were received from Devonshire Hill Lane. Due to part of Devonshire Hill Lane being covered by parking controls, the area which is unrestricted is experiencing high volumes of displacement parking with many residents complaining about their dropped kerbs being obstructed.

- 8.4 To solve the issue of displacement parking and stop it being confined to another part of White Hart Lane, it was agreed to consult with Devonshire Hill Lane and the surrounding unrestricted roads to better understand the parking situation in the area.
- 8.5 The feedback from the informal consultation confirmed that there is support for the introduction of parking controls in The Crossway, Devonshire Hill Lane, Gospatrick Road, Norfolk Avenue, Rivulet Road and White Hart Lane. However, by introducing parking controls in just these 6 roads will cause further parking displacement in Croxford Road and James Gardens of which opposed the introduction of parking controls by 4 to 3 and 5 to 1 respectively. We received no response from Norfolk Avenue who were also consulted.
- 8.6 The effect of uncontrolled areas can often negatively impact on the local community i.e, local businesses can experience suppressed trade as short-term parking opportunities are limited or not offered in this case. Available kerb space is reported to be occupied during the day by residents of the nearby CPZ and trade vehicles.
- 8.7 Operational times were included in this questionnaire to better understand the issues residents are experiencing on a daily basis. The outcome was that residents wanted Monday to Sunday, 8am to 6.30pm as this would alleviate current parking pressures and prioritise parking for residents during the day. Residents complained about local events that are held at the weekend and the uncontrolled roads often being over parked with vehicles attending.
- 8.8 Monday to Sunday, 8am to 6.30pm matches the operational hours of the existing White Hart Lane CPZ and will prevent inter zonal commuting and displacement while the CPZ is in force.
- 8.9 It is proposed that if the CPZ is extended that Pay By Phone and shared use parking facilities will be introduced in locations where there is a need to serve visitors to the area.
- 8.10 Providing businesses in the area meet the eligibility criteria for apply for parking permit and are able to provide evidence that the vehicle is essential to the successful operation of their business, then if the CPZ is extended, they will be entitled to park within the allocated bays within the zone.
- 8.11 The recommendations as set out in this report are in accordance with Section 3.3.3 of the Local Implementation Plan part of which states: The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. CPZs are one of several parking policies, along with low parking standards for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion,

improve road safety and encourage the use of more sustainable forms of transport.

9.1 Recommendations

9.2 It is recommended that the Cabinet Member and Head of Operations:

9.3 Note the feedback from the informal consultation as set out in this report.

9.4 Approves that the scheme moves to Statutory consultation to advertise the notice of intent to extend the White Hart Lane CPZ (WHL) into Devonshire Hill Lane, Rivulet Road, White Hart Lane, Gospatrick Road, The Crossway, James Gardens, Croxford Gardens, Norfolk Close, Norfolk Avenue (Up to the borough boundary) and Thetford Close (Homes for Haringey, permit issue only).

9.5 Approve the operational days/times as follows:

- 8am – 6.30pm Monday to Sunday

9.6 Results of the Statutory consultation to be reported and considered by the Cabinet Member for Environment and Head of Service to approve/reject implementation.

9.7 Approves that residents/traders in the area be informed of the decision via written works notification letters distributed throughout the area.

Appendix 1 - Map of Consultation Area

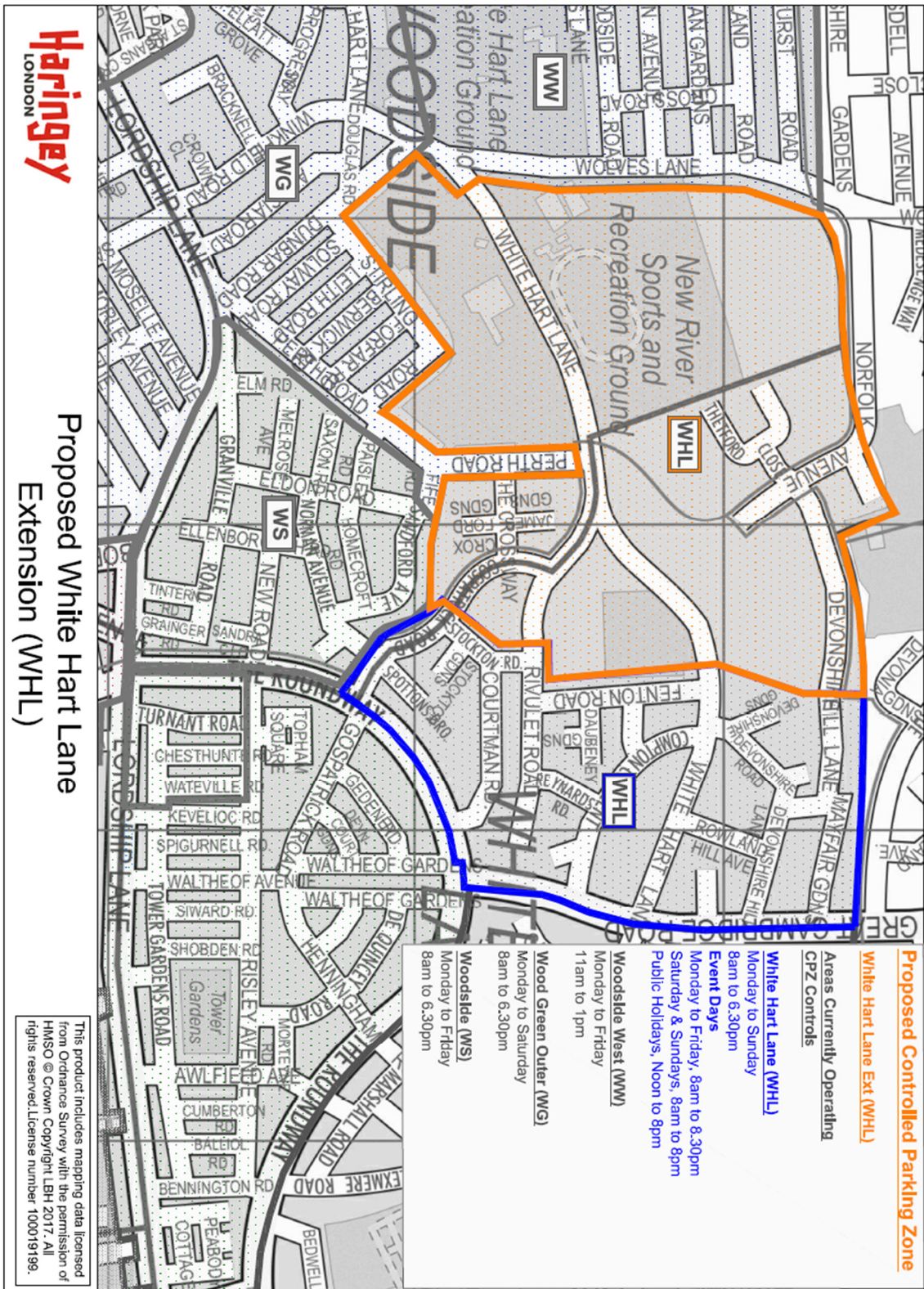
Appendix 2 – Public Consultation Documents

Appendix 3 – Data Analysis Report

Appendix 4 - Consultation Responses

APPENDIX I

Map of consultation area



APPENDIX II

Consultation document

Public Consultation

Roads outside the existing White Hart Lane Controlled Parking Zone (CPZ)

Dear Resident or Business,

The council has received requests for parking controls to be applied to some roads outside White Hart Lane CPZ and we are therefore consulting residents in the wider area to see if there is any need for controls. Roads close to existing controlled parking zones (CPZ) can often be used as a 'parking lot' whereby non-local vehicles are left parked often for long periods.

We are therefore consulting residents in the uncontrolled sections of Devonshire Hill Lane, Rivulet Road, White Hart Lane, and Gospatrick Road, along with residents of The Crossway, James Gardens, Croxford Gardens, Norfolk Close, Norfolk Avenue (up to the borough boundary), and Thetford Close.

The purpose of the consultation is to find out if residents are experiencing parking problem and if you think there is a need for parking controls. If current parking arrangements are satisfactory, then no further action will be necessary. If there is demand for controls, then we will consult formally on whether to extend White Hart Lane CPZ to include your own and other local roads.

Please 'have your say' on parking conditions by completing the attached questionnaire and returning it to us in the enclosed freepost envelope. The closing date for receipt of views and comments is 17 April 2019. Summary information about controlled parking zones is included with this letter, and more detailed information on parking controls and permits can be found on our website: <https://www.haringey.gov.uk/parking-roads-and-travel/parking>

Your feedback will tell us if there is a need to consider introducing parking controls. All views will be examined in detail by parking engineers and local ward councillors.

Thank you for your attention and we look forward to hearing from you.

Yours faithfully

Parking Consultation: Roads close to White Hart Lane CPZ

Q1 Name of your road and house or flat number (numbers will not be published)

Q2 Number of vehicles used by your household or business?

Q3 Do you have a driveway or off-road parking

Yes

No

Q4 Is it difficult to park in your road?

Yes

No

Sometimes

Q5 Do you believe parking in your street is restricted by any of the following?

Multicar households

Trade vans, campers, other non-local

Commuters / long stay parking

Displacement from nearby CPZs

Vehicles left by shop / office staff

Abandoned vehicles

Shop customers

N/A no problems

Any other causes of congestion

Q6 Do you think your road needs parking controls?

No

Yes

Don't know

Q7 If there is a need for controls, what operational days would be needed?

Monday - Friday

Monday - Sunday

Monday - Saturday

N/a not needed

Q8 If controls are needed, what operating hours would you prefer?

All day (e.g. 8am-6.30pm)

All day and evening

Shorter period (2-4 hours)

N/A not needed

Q9 Additional Comments

APPENDIX III

Data Analysis Report

Data Analysis Report

White Hart Lane Controlled Parking Zone (CPZ) Public Consultation

Consultation on need for controls in outlying / displacement roads

A consultation letter dated 25 March 2019 was sent to residents of uncontrolled roads outside the current White Hart Lane CPZ to assess the extent of displacement (overspill) parking and whether residents want CPZ controls extended to include any of the outlying roads, which consist of:

Devonshire Hill Lane
Rivulet Road,
White Hart Lane,
Gospatrick Road,
The Crossway,
James Gardens,
Croxford Gardens,
Norfolk Close, and
Norfolk Avenue (up to the borough boundary)

Thetford Close – is in the consultation area but is not part of the public highway as it is managed by Homes for Haringey.

Some roads such as Devonshire Hill Lane are in part included in the existing CPZ and as a result are more likely to attract overspill / displacement parking from the 'controlled' sectors

The consultation closed on 17 April 2019. Several days were added to allow for stragglers. 92 out of the 300 properties responded to the consultation (excluding Thetford Close - a Homes for Haringey estate) – giving a very high 30% response rate.

		Count	%
Need parking controls?	No	28	30%
	Yes	64	70%
	Total	92	100%

Table 1 Demand for parking controls – by Road

		Need parking controls?			
		No		Yes	
Road		Count	Row %	Count	Row %
	The Crossway	1	11%	8	89%
	Croxford Gardens	4	57%	3	43%
	Devonshire Hill Lane	8	31%	18	69%
	DHL: Devonshire Ct & The Green	1	20%	4	80%
	Gospatrick Road	2	18%	9	82%
	James Gardens	5	83%	1	17%
	Norfolk Avenue	5	38%	8	62%
	Rivulet Road	2	15%	11	85%
	White Hart Lane	0	0%	2	100%
	Total	28	30%	64	70%

NB *Thetford Close* is a private road controlled by Homes for Haringey. It is in the consultation area but would not be subject to CPZ controls if these were applied elsewhere. However, if a CPZ is introduced in the area, residents of *Thetford Close* will be able to apply for permits.

Table 2, below, shows average number of vehicles per household, and also shows the number of responding households in each road, along with the total number of vehicles used by those households.

Thus, the uncontrolled section of Devonshire Hill Lane has 26 properties with a total of 38 cars. Therefore, around half of households have 2 cars. In Norfolk Avenue, most households have two or more cars.

Table 2

Number of vehicles used

Road	Mean	N	Sum
The Crossway	1.22	9	11
Croxford Gardens	1.57	7	11
Devonshire Hill Lane	1.46	26	38
DHL: Devonshire Ct & The Green	1.20	5	6
Gospatrick Road	1.64	11	18
James Gardens	1.50	6	9
Norfolk Avenue	1.85	13	24
Rivulet Road	1.38	13	18
White Hart Lane	1.50	2	3
Total	1.50	92	138

Q3. Do you have a driveway or off-road parking?

Table 3

		Do you have a driveway?			
		Yes		No	
Road		Count	Row N %	Count	Row N %
	The Crossway	2	22%	7	78%
	Croxford Gardens	6	86%	1	14%
	Devonshire Hill Lane	19	73%	7	27%
	DHL: Devonshire Ct & The Green	4	80%	1	20%
	Gospatrick Road	5	45%	6	55%
	James Gardens	4	67%	2	33%
	Norfolk Avenue	11	85%	2	15%
	Rivulet Road	7	54%	6	46%
	White Hart Lane	1	50%	1	50%
	Total	59	64%	33	36%

64% of responding households do have driveways. Croxford Gardens and Norfolk Avenue have the highest proportion of driveways, while Gospatrick Road has the lowest.

Q4. Is it difficult to park in your road?

Parking is difficult for residents in many roads – especially Devonshire Hill Lane which attracts high levels of displacement parking. Conversely, Thetford Close reports that in general, it is not difficult to park. The majority of Thetford Close residents have driveways which may to some extent account for the lack of parking problems. However, many residents of Devonshire Hill Lane also have driveways but say that parking pressure is such that cars and vans are frequently left parked in front of their driveways (see comments section).

Table 4

	Is it difficult to park in your road?					
	Yes		No		Sometimes	
Road	Count	Row N %	Count	Row N %	Count	Row N %
The Crossway	9	100%	0	0%	0	0%
Croxford Gardens	3	43%	3	43%	1	14%
Devonshire Hill Lane	21	84%	3	12%	1	4%
DHL: Devonshire Ct & The Green	4	80%	0	0%	1	20%
Gospatrick Road	9	82%	1	9%	1	9%
James Gardens	1	17%	3	50%	2	33%
Norfolk Avenue	3	23%	2	15%	8	62%
Rivulet Road	9	69%	0	0%	4	31%
White Hart Lane	2	100%	0	0%	0	0%
Total	61	67%	12	13%	18	20%

Q5 Do you think that parking in your road is restricted by any of the following

Table 5a

		Count	%
Parking problems	Multicar households	43	47%
	Commuters / long stay parking	43	47%
	Shop and business staff	28	30%
	Shop customers	6	7%
	Vans, campers, other non-local	55	60%
	Displacement from nearby CPZs	58	63%
	Abandoned vehicles	41	45%
	N/A no problems	16	17%

The main causes of parking congestion are displacement from the existing CPZ, along with trade vans, campers and other non-local vehicles left parked (or dumped) in the uncontrolled roads – often for long periods.

Table 5b shows how individual roads are affected by parking problems. Thus the main issue for Devonshire Hill Lane is displacement parking from the uncontrolled section of the road, and from Mayfair Gardens which is also uncontrolled.

Table 5b

	Parking problems							
	Multicar households Row N %	Commuters / long stay parking Row N %	Shop and business staff Row N %	Shop customers Row N %	Vans, campers, other non- local Row N %	Displacem ent from nearby CPZs Row N %	Abandoned vehicles Row N %	N/A no problems Row N %
The Crossway	56%	89%	44%	11%	89%	89%	67%	11%
Croxford Gardens	29%	43%	43%	0%	43%	43%	29%	43%
Devonshire Hill Lane	58%	42%	31%	4%	62%	81%	42%	8%
DHL: Devonshire Ct & The Green	40%	40%	20%	0%	60%	80%	40%	0%
Gospatrick Road	27%	64%	45%	0%	64%	45%	45%	9%
James Gardens	17%	17%	17%	17%	17%	17%	17%	83%
Norfolk Avenue	62%	23%	0%	0%	54%	62%	46%	23%
Rivulet Road	46%	54%	38%	23%	69%	54%	62%	8%
White Hart Lane	50%	50%	50%	0%	50%	50%	0%	0%
Total	47%	47%	30%	7%	60%	63%	45%	17%

Other Parking Issues

Aggressive residents claiming road space and becoming very unpleasant if you park in front of their houses. Trade vans are left for long periods. Some neighbours cooperate by using 1 vehicle for 2 spaces

Also cars visiting recreation grounds

Builders working on housing developments in WHL

Business workers from WHL industrial estate and building site leave vehicles here

Coles Park boot sale Friday - Sunday
 Construction staff working @ White Hart Lane and Spurs before stadium was completed
 Crossways by the shops - very bad
 Illegal driveways, Residents putting out bins to reserve space.
 Long stay parkers, white vans blocking vision
 Main issue is displacement from the existing WHL CPZ
 Market shoppers, match day attendees, garage on WHL
 Non locals park here for months which makes it hard for us to find space
 Non locals park regularly and leave litter as well as damaging vehicles
 Parking by allotment holders
 People going to Spurs match days
 People park across my driveway all evening
 Short term parking in front of drives
 Speeding traffic
 The garage across the road parks cars here
 Too many large vans parking on the bend - a blind spot. Even worse when they park both sides
 Trade vans parked on corner of Devonshire Hill.

Vans park on the bend restricting visibility and making it dangerous for pedestrians, cyclists.
 On match days people come in and park on the pavements which also obstructs pedestrians.

Vans parked by the shop in the Crossways in the road
 Vehicles parked on the bend causing blind spots
 Weekend market

Q6 Do you think your road needs parking controls?

Table 6a

		Count	%
Need parking controls?	No	28	30%
	Yes	64	70%

Table 6b

		Need parking controls?			
		No		Yes	
		Count	Row %	Count	Row %
Road	The Crossway	1	11%	8	89%
	Croxford Gardens	4	57%	3	43%
	Devonshire Hill Lane	8	31%	18	69%
	DHL: Devonshire Ct & The Green	1	20%	4	80%
	Gospatrick Road	2	18%	9	82%
	James Gardens	5	83%	1	17%
	Norfolk Avenue	5	38%	8	62%
	Rivulet Road	2	15%	11	85%
	White Hart Lane	0	0%	2	100%
	Total	28	30%	64	70%

Q7. Preferred Operating Days

Table 7a

		Count	%
Operational days?	Monday - Friday	14	15%
	Monday - Saturday	9	10%
	Monday - Sunday	42	46%
	N/a not needed	27	29%
	Total	92	100%

Table 7b Preferred operating days by Road

		Operational days?			
		Monday - Friday Row %	Monday - Saturday Row %	Monday - Sunday Row %	N/a not needed Row %
Road	The Crossway	11%	22%	56%	11%
	Croxford Gardens	14%	14%	14%	57%
	Devonshire Hill Lane	12%	8%	50%	31%
	DHL: Devonshire Ct & The Green	40%	0%	40%	20%
	Gospatrick Road	27%	9%	45%	18%
	James Gardens	0%	0%	17%	83%
	Norfolk Avenue	15%	8%	38%	38%
	Rivulet Road	15%	8%	69%	8%
	White Hart Lane	0%	50%	50%	0%
	Total	15%	10%	46%	29%

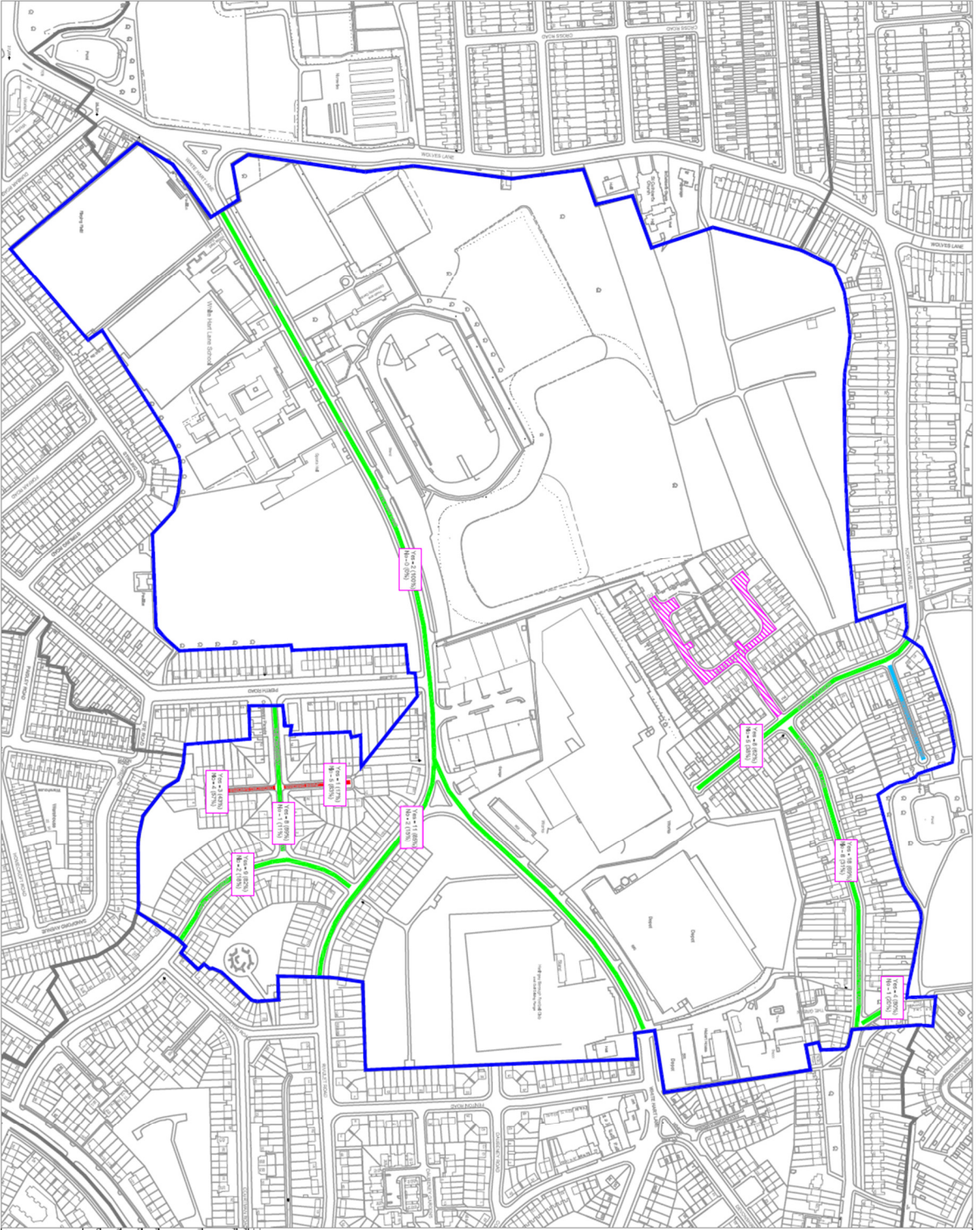
Q8 Preferred Operating Hours

Table 8a

		Count	%
Operating hours?	All day: 8am-6.30pm	26	28%
	Short period: 2-4 hours	14	15%
	All day + evening	25	27%
	N/A not needed	27	29%
	Total	92	100%

Table 8b. Preferred operating hours by Road

		Operating hours?			
		All day: 8am-6.30 pm Row %	Short period: 2- 4 hours Row %	All day + evening Row %	N/A not needed Row %
Road	The Crossway	56%	0%	33%	11%
	Croxford Gardens	29%	0%	14%	57%
	Devonshire Hill Lane	27%	15%	27%	31%
	DHL: Devonshire Ct & The Green	0%	20%	60%	20%
	Gospatrick Road	55%	9%	18%	18%
	James Gardens	17%	0%	0%	83%
	Norfolk Avenue	0%	38%	23%	38%
	Rivulet Road	23%	23%	46%	8%
	White Hart Lane	100%	0%	0%	0%
	Total	28%	15%	27%	29%



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- Legend**
- █ Highly in favour of controls
 - █ Highly opposed to controls
 - █ No response
 - █ Issues for highway

NO.	DATE	BY	FOR	REVISION
001	01/10/2015
002	01/10/2015
003	01/10/2015
004	01/10/2015
005	01/10/2015
006	01/10/2015
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APPENDIX IIII

Consultation Responses

Road	Need CPZ?	Comments
The Crossway	Yes	
The Crossway	Yes	Displacement parking congestion here from surrounding CPZ area. Sometimes it is at a level where people block each other's cars
The Crossway	Yes	My driveway is inaccessible because of parked vehicles
The Crossway	Yes	Residents from controlled area park here, as do commuters and shoppers. Also, there is a market round the corner on Saturdays and Sundays. Parking controls would be very welcome
The Crossway	Yes	Road would benefit from permit parking. Would help to have some short stay provision for customers going to the local corner shop.
The Crossway	Yes	Support residents and visitors permit parking - but provision is needed for short stay parking so that customers can visit the corner shop
The Crossway	Yes	The Crossway should be included in WG Outer CPZ
Croxford Gardens	No	Don't think CPZ controls are needed here because most people have off-road parking. If this does go ahead, please don't put DYK in front of drives
Croxford Gardens	Yes	
Croxford Gardens	Yes	
Croxford Gardens	Yes	DB outside #3 needs to be removed. Healthy motorists park there with a DB badge and then walk off, leaving the car there all day
Devonshire Hill Lane	No	All problems caused by the adjacent CPZ)
Devonshire Hill Lane	No	Remove all existing CPZs from this area
Devonshire Hill Lane	No	We don't need any CPZ controls thanks. We are OK
Devonshire Hill Lane	No	Why did you introduce a CPZ to the other part of DHL and make it so long? We're not near any shops or tubes. When are you going to change it to match days only?
Devonshire Hill Lane	Yes	
Devonshire Hill Lane	Yes	
Devonshire Hill Lane	Yes	Road is crowded with displaced vehicles. One resident parks 4 here including a large van. Difficult for residents to park at all times and those with driveways can't get in or out. Also, obstructive parking on the bend. Thanks for listening to us
Devonshire Hill Lane	Yes	[See Letter] serious displacement parking reported
Devonshire Hill Lane	Yes	Cars from Mayfair Gdns and the uncontrolled section of DHL park in our road and block driveways. (They do this to avoid buying permits). Parking is worse on match days. Road is heavily parked, and this restricts emergency services.
Devonshire Hill Lane	Yes	Cars, vans and commercial vehicles park here from the other half of DHL - a big problem. Not yet seen impact of 500 WHL or the new Spurs stadium

Devonshire Hill Lane	Yes	CPZ needed on match days as well
Devonshire Hill Lane	Yes	CPZ needs to be activated immediately
Devonshire Hill Lane	Yes	Currently problems at peak times and on market days as well as match days. Also the new build at 500 WHL will generate parking problems unless the whole road is in the CPZ. We suggest that the CPZ is reduced to 2 hours /day plus extended times on match days. We want the CPZ extended to include our roads
Devonshire Hill Lane	Yes	Dangerous at present because of the vans and trucks parking and blocking visibility on corners and junctions
Devonshire Hill Lane	Yes	Frequently unable to access driveway because multicar owners park their cars / vans across driveways
Devonshire Hill Lane	Yes	No space for us when we return from work. Also a big problem with vans and multi car holders. Please sort out this big problem
Devonshire Hill Lane	Yes	Parking in this section of DHL is by displaced vehicles and there has been an increase in dumped / abandoned vehicles
Devonshire Hill Lane	Yes	Since the stadium reopened, road has been full of match day parkers because it is uncontrolled. I and neighbours could not access our driveways
Devonshire Hill Lane	Yes	The road has become very dangerous because it's fully parked both sided and no space to pull in when passing. Also, vehicles frequently block my driveway
Devonshire Hill Lane	Yes	We need speed bumps - road is used by drivers avoiding busy WHL. We already have accidents with speeding vehicles hitting parked cars
Devonshire Hill Lane	Yes	When family visit there are no spaces. I will be glad if the whole road is CPZ
Devonshire Hill Lane	Yes	White vans are a big problem. Also, people block our driveway.
DHL: Devonshire Ct & The Green	No	Parking restrictions are too long
DHL: Devonshire Ct & The Green	Yes	DC is a dead-end road. CPZ operates east side and DYL on the west. Currently cars park both sides of DC which obstructs services. Cars and vans also park on the grass. DHL must be included in the CPZ
DHL: Devonshire Ct & The Green	Yes	Many vans park here, and it is hard to see clearly when coming out of driveway
DHL: Devonshire Ct & The Green	Yes	Please do it as quickly as possible. Thanks
DHL: Devonshire Ct & The Green	Yes	The existing CPZ in DHL causes dangerous congestion in the uncontrolled section of DHL. Difficult and dangerous because there are few places to pull in and pass oncoming traffic.
Gospatrick Road	No	Please take action on the illegal driveways on Gospatrick and Crossway
Gospatrick Road	No	Unfair for me, family and visitors to be charged for parking. Many people have driveways with no drop kerbs. Is this about making money?
Gospatrick Road	Yes	And match days please!
Gospatrick Road	Yes	I still have not received a response to my inquiry
Gospatrick Road	Yes	I would appreciate the CPZ being put into effect on my street ASAP.

Gospatrick Road	Yes	Multicar households are a problem. 5-7 cars outside #129 including 3 left dumped in front yard of 123 Gospatrick Rd. Some residents vandalise cars parked in front of their houses! Neighbours will cooperate by parking one car in such so as to 'reserve' two spaces. CPZ running all day and evening is urgently required
Gospatrick Road	Yes	One problem is the car boot sale Sat /Sun with all the vans that park and you can't see to get out of the driveway. There are also match days to contend with
Gospatrick Road	Yes	This area should be in a CPZ especially Gospatrick which is a very busy main road.
James Gardens	No	
James Gardens	No	CPZ makes it extremely difficult for elders and those with young children. We don't want it
James Gardens	No	We residents manage our parking very efficiently - thank you.
James Gardens	Yes	
Norfolk Avenue	No	Be like other councils and urge people to build crossovers
Norfolk Avenue	No	I have problems with people parking outside my driveway overnight
Norfolk Avenue	No	No controls needed on Norfolk Ave.
Norfolk Avenue	Yes	
Norfolk Avenue	Yes	Cars are left parked across driveways with no regard for residents. CPZ definitely needed - if only for that
Norfolk Avenue	Yes	DYL should be on corner of DH / Norfolk Ave to stop obstructive parking
Norfolk Avenue	Yes	I would prefer full time CPZ 2-4 hours per day.
Norfolk Avenue	Yes	Norfolk Ave need match day restrictions at the very least
Norfolk Avenue	Yes	Norfolk Ave needs CPZ because it s getting more crowded with cars from other roads
Norfolk Avenue	Yes	We are next to DHL so if that is in a CPZ we also need to be - esp on match days
Norfolk Avenue	Yes	Worse on match days and on the Sunday market. There are many abandoned vehicles here. [See pictures]. There is a sharp bend, but people speed here
Rivulet Road	Yes	Cars always park across our driveway
Rivulet Road	Yes	Displacement from nearby CPZs means I am unable to park in the evening, and never on Sundays
Rivulet Road	Yes	I have been blocked-in on weekend market and match days. As I am disabled, I need clear access to my vehicle
Rivulet Road	Yes	Install CPZ as soon as you can.
Rivulet Road	Yes	Make Haringey clean and tidy
Rivulet Road	Yes	Spaces often taken up by trade vans - sometimes there are left parked for weeks. One van has not moved for 8 months! It doesn't belong to the residents here
Rivulet Road	Yes	Those CPZ residents who don't want to pay come and park outside our houses and our families can never park.

Rivulet Road	Yes	Workmen and family complain about lack of parking. Where does this leave them when they visit if CPZ is installed
White Hart Lane	Yes	Bring CPZ on quickly
White Hart Lane	Yes	During the Sunday market esp. from 8-12 road is often blocked by parked cars
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